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Among the consequences of flatness, aridity, and severe winter, I have mentioned sunny skies by day, and wonderful stars by night; gorgeous sunsets; beautiful snow scenes; the curious compass plant; birds which soar at great height and pour forth their melodies from the sky; bison which astonish us by their ponderous bulk and their almost incredible numbers; Indians which reached the highest ideal of their savage and warlike existence; and pioneer white men whose romantic stories have become inseparably connected with the plains. But more impressive, to my mind, than all these isolated facts, is the deep-lying sympathy between the plants, the animals, and the men, that must all adapt themselves to the same hard conditions; the consequent similarity of behaviour in even the most diverse forms of life; and, finally, the extent to which the most wonderful products of plains civilization have been foreshadowed, and in some cases, I may say, even excelled by the work of the primeval inhabitants.

Let no one think that I have attempted an exhaustive study. A reader familiar with the prairies, on looking over the table which I have drawn up, will wish to add many an illustration here and there, and perhaps to add new columns and new sections. It is to be hoped that such readers will extend and modify the table wherever they see fit to do so; for my whole presentation is intended to be suggestive, not assertive. For this reason I have been content to include my entire scheme under seven headings, which, since they embrace but one class of physical phenomena, and several fractions of the biota, obviously do not cover the entire field. Even those groups of phenomena which are included are, after all, barely touched upon. In short, the study of the atmospheric appearances alone, or of the plants, or the birds, or the insects (which I have not touched at all), if such a study were undertaken by a settler on a North Dakota farm, would keep him interested and delighted through all the years of his natural life.

GEOGRAPHICAL RECORD.

AFRICA.

DISASTER TO AN AFRICAN EXPEDITION.—The Duke of Mecklenburg, accompanied by a number of scientific experts, went to East Central Africa over a year ago to engage in surveys and zoological, geological, ethnographical, and other researches. Reaching Bukoba on the German coast of Victoria Nyanza on June 9, his party surveyed districts along the Kagera River, discovered a new tributary

stream, and then travelled southwest to explore Lake Kivu and the volcanic region in its neighbourhood. Brief reports of the work in this region have been published in the *Geographical Journal* (April, 1908), the *Deutsches Kolonialblatt* (Feb. 1, 1908), and in the *Zeitschrift* of the Berlin Geographical Society (1908, No. 1). Dr. Kirschstein, the geologist of the party, came to the conclusion that the activity of the volcanoes is dying out progressively from east to west and is at present greatest at Mount Namlagira. Studies of the fauna of the mountains were made by Dr. Schubotz.

For some months very little had been heard of the party till the receipt of a letter containing startling information. The letter was written by Dr. Kirschstein at Kahama in the volcanic area and was dated March 5 last. It was signed by the Duke of Mecklenburg and published in the *Deutsch-Ostafrikanische Zeitung*, in its issue of May 2, 1908. The letter said that the expedition had been overtaken by a terrible snowstorm at a high altitude and twenty of the black porters had perished.

On February 27, the researches on Mount Karissimbi were completed, and the party broke camp on the edge of the Branca crater in order to return to the base camp. As it was desired to descend to the south foot of the mountain, it was thought time would be saved by crossing through the Branca crater instead of going around it to the south side. A shallow swamp occupies the larger part of this crater.

Suddenly, almost from a clear sky, a severe hailstorm set in and this was soon followed by a furious snowstorm, the temperature falling in a short time to the freezing point. The expedition was more than half way across the swamp when the storm overwhelmed it. The porters were frantic with terror and kept shouting "we shall all die." They threw down their loads, and neither pleadings, commands, nor threats could move them.

On the further edge of the crater towards which they had marched were some trees, and the Duke's aim was to reach them and build a fire. The whites and a few other men started for the trees and soon clambered up the crater side to them. Finding dry wood, they kindled a fire and went back to rescue, if possible, the men who were still in the swamp. The unfortunate blacks were found practically incapable of moving.

As many as could be carried on the first trip were taken to the fire and the journey was repeated several times, a considerable number of men being rescued. The complete exhaustion of the rescuers, as well as the darkness, at length compelled them to desist from further effort. They spent a sleepless night by the camp fire and at daybreak went down into the crater again and found twenty of the men dead. One man showed some signs of life, and when the letter was written he seemed likely to recover. Ever since the sad occurrence the Duke had been confined to his bed by fever. The supplies, collections, etc., which had been left in the swamp were recovered later.

POPULATION OF THE FRENCH CONGO.—The *Bulletin* of the French Colonial Office, in its February number, prints the results of the census of the French Congo and the territories of the Chad. The figures are: Gaboon, 376,000; middle Congo, 259,000; Mobangi-Shari, 2,130,000; Chad, 885,000; total, 3,650,000, of which 1,278 are Europeans, including 502 officials and soldiers and 776 colonists, merchants, and missionaries. It was commonly supposed that the population was much greater, and de Brazza estimated it as from 7,000,000 to 8,000,000.

BRIDGING THE BLUE NILE.—European newspapers give interesting particulars concerning the steel bridge which is now being built across the Blue Nile at Khartum. It is to be supported on seven large and seven smaller stone piers, between two of which is a passageway, 111 feet wide, for the river shipping. The length of the bridge will be 1,700 feet. A longitudinal section is reserved for a railroad track on which the trains from Egypt, now stopping at Halfaya on the north bank of the Blue Nile, will cross to Khartum, where the railroad station will be in the heart of the city. The wagon traffic will have a roadway 21 feet wide and the footpath will be 11 feet in width. The railroad station will be the starting point for the northern section of the Cape to Cairo Railroad, which it is expected will be extended southward to meet the southern section, now completed for about 1,900 miles north of Cape Town. It is believed that the bridge which will carry the railroad into Khartum will considerably enhance the importance of that city's business relations with the rest of the Anglo-Egyptian Sudan.

AMERICA.

CANADA'S HIGHEST MOUNTAIN.—Dr. Coleman of the Geological Department of Toronto University and the Rev. C. R. B. Kinney will attempt this summer to ascend Mount Robson, supposed to be the highest mountain of Canada and never yet climbed. Starting from Edmonton about August, they will ascend the Athabasca River to its sources. A little further west, in the basin of the Fraser River, stands Mount Robson. The mountain has been known for many years, though the general public has heard little of it. It is briefly described in "The Northwest Passage by Land," p. 257, written by Viscount Milton and W. B. Cheadle and published in 1865. They said:

On every side the snowy heads of mighty hills crowded round, whilst, immediately behind us, a giant among giants, and immeasurably supreme, rose Robson's Peak. This magnificent mountain is of conical form, glacier-clothed, and rugged. When we first caught sight of it, a shroud of mist partially enveloped the summit, but this presently rolled away, and we saw its upper portion dimmed by a necklace of light feathery clouds, beyond which its pointed apex of ice, glittering in the morning sun, shot up far into the blue heaven above, to a height of probably 10,000 or 15,000 feet. It was a glorious sight, and one which the Shushwaps of the Cache assured us had rarely been seen by human eyes, the summit being generally hidden by clouds.

Mr. James McEvoy of the Canadian Geological Survey, who described this region in the *Annual Report* of the Geological Survey of Canada (Vol. XI, 1898), says that the top of the mountain is usually completely hidden and rarely is it seen entirely free from clouds. The actual height of the peak is 13,700 feet, or 10,750 feet above the valley. The face of the mountain is strongly marked by horizontal lines, due to the unequal weathering of the rocks, and has the appearance of a perpendicular wall. From the summit to the base, the slope is over 60° to the horizontal. Mr. McEvoy adds that, though the mountain had long been known, its height had never been determined nor was it thought to be conspicuously notable in elevation; but since the heights of Mounts Brown, Hooker, and Murchison have been proved to be greatly exaggerated, Mount Robson has the distinction of being the highest known peak in the Canadian Rockies.

FOREST RESERVES IN THE SOUTHERN APPALACHIAN AND WHITE MOUNTAINS.—The Council of the National Academy of Sciences has expressed itself in favour

of setting aside forest reserves among these mountains to protect the navigable streams which have their sources herein and to make permanent the timber supply of the eastern part of the United States, where no adequate means have been employed to protect the forests. The action of the Academy is in line with the recent recommendation of the Secretary of Agriculture that the Government acquire about 600,000 acres in the White Mountains and about 5,000,000 acres in the southern Appalachians for the establishment of national forests. The ultimate effects of carrying out the national policy relating to forest reserves, it is believed, will be the conservation, improvement, and increased use of the wood, water, and other resources of the Appalachian region.

THE QUEBEC TRICENTENARY.—The founding of Quebec by Samuel de Champlain in 1608 will be celebrated July 19–31, according to the following programme :

Sunday, July 19—"L'Association Catholique de la Jeunesse Canadienne Française" will do honour to the memory of Champlain at the foot of his statue.

Monday, July 20—Mounted Heralds-at-arms and Men-of-the-Watch will appear in the streets, costumed as in the time of Champlain. The Heralds will proceed through the city, stopping at all important places and will make official announcements in connection with the celebration, the arrival of official guests, the programme of the following day, etc. Arrival of the British fleet. Evening—The congress of the French-speaking physicians of North America will open.

Tuesday, July 21—Arrival and reception of official guests, and of the French and American fleets. Afternoon—Performance of the Pageant on the Plains of Abraham. Evening—Concert in the Drill Hall, and performance of Félicien David's Symphonic Ode, "Christophe Colomb."

Wednesday, July 22—H. R. H. the Prince of Wales will arrive in the afternoon escorted by a naval squadron, and will land at the King's wharf. Evening—Military bands at Dufferin Terrace, Victoria Park and Boulevard Langelier. Special meeting of the Royal Society of Canada in honor of Champlain. Second performance of the symphonic ode, "Christophe Colomb."

Thursday, July 23—At 3 P.M.—Arrival of Champlain on his ship the *Don de Dieu*. At four o'clock: Presentation of the civic address of welcome to H. R. H. the Prince of Wales, and other official ceremonies, commemorative of Champlain and of the founding of Quebec. Review of the historic procession in front of the Champlain monument. Evening—Illumination of the combined fleets and of the surrounding country, and great display of fireworks on the Heights of Levis, opposite Quebec.

Friday, July 24—Morning—Review on the Plains of Abraham, before H. R. H. the Prince of Wales, and dedication of the Quebec battlefields. Afternoon—Performance of the Pageant on the Plains. Evening—Official ball at the Parliament House given by the government of the Province of Quebec.

Saturday, July 25—Afternoon—State performance of the Pageant of the Plains. Lacrosse match on the Q. A. A. grounds by two championship teams. Evening—Band concerts on the terrace, in the Victoria Park and at Boulevard Langelier. Concert de gala at the Drill Hall.

Sunday, July 26—"Messe Solennelle" on the Plains of Abraham. Service at the English Cathedral at which H. R. H. the Prince of Wales will be present.

Monday, July 27—Afternoon Regatta in the harbour in front of the city. Performance of the Pageant on the Plains. Evening—Naval display at night by the ships of the fleets in the port of Quebec.

Tuesday, July 28—Morning—H. R. H. the Prince of Wales will visit Victoria Park, and will plant a tree in commemoration of his visit. Afternoon—Children's fête and day fireworks on the plains. Naval and military gymkhana. Reception by His Honour the Lieutenant-Governor and Lady Jetté at Spencer Wood.

Wednesday, July 29—Departure of H. R. H. the Prince of Wales. Afternoon—Performance of the Pageant on the Plains. Children's fête and day fireworks at Victoria Park. Evening—Civic reception at the City Hall.

Thursday, July 30—Parade of national societies, and Canadian and other clubs and associations, as well as independent military guards, both Canadian and foreign. Evening—Great display of fireworks at Victoria Park.

Friday, July 31—Last performance of the Pageant on the Plains.

THE REBUILDING OF ST. PIERRE.—Many thought that the catastrophe which, on May 8, 1902, destroyed, in a few minutes, the flourishing city of St. Pierre and its 30,000 inhabitants, had permanently rendered the region around la Montagne Pelée uninhabitable. The history of Vesuvius, Etna, and other volcanoes is, however, to be repeated at Montagne Pelée. The extraordinary richness of the soil fertilized by volcanic *débris* was an attraction which the inhabitants who escaped the disaster were not able to resist. They have gradually returned to the mountain and rebuilt their huts right at Basse Pointe, Macouba, Grande Rivière, Prêcheur, Morne Rouge and Ajoupa-Bouillon. They complained, however, that Fort de France is too far away to be a convenient market and longed for the resurrection of St. Pierre, where they formerly sold their products and supplied their needs. Finally, a number of merchants established stores at St. Pierre in a small and tentative way and others have followed them.

On February 21 last, a merchant steamer of the Compagnie Transatlantique called at St. Pierre to unload freight. It was the first visit of the kind to the anchorage since the great disaster. About the same time Mr. Lepreux, Governor of the island, visited the settlement, where he was received by Mr. Ernault, a member of the old municipal government and the only one whose fortunate absence from the city saved his life.

About 5,000 people are now living in the ruins of St. Pierre. They ask for the re-establishment of municipal government. Dwellings and stores are being erected and the colonial administration is helping to clear away the ruins. It is found that many of the paved streets are in a good state of preservation. As the *débris* is removed skeletons without number of the victims are brought to light. Along the shore and in the central part of the ruins Guinea grass has grown high and thick, and many cattle belonging to the farmers at Corbet have been thriving on these rich grazing grounds. (*Revue Française*, June, 1908, p. 381.)

PUBLICATIONS OF THE U. S. GEOLOGICAL SURVEY.—BULLETIN No. 325, "Geology and Mineral Resources of the Controller Bay Region, Alaska," by G. C. Martin, represents the geological and topographical results of the first detailed survey made of any of the Alaska coal fields. The Controller Bay region gives promise, in the immediate future, of being more important commercially than any other coal field in the Territory. It is about 400 miles northwest of Sitka and 15 miles east of the mouth of the Copper River. The areas believed to be underlain by workable coal are: Anthracite and semi-anthracite, 26.6 sq. m.; semi-bituminous (with some semi-anthracite), 22.2 sq. m. Numerous specimens of hard, firm, bright, and, apparently, pure coal, possessing all the physical characteristics of the best anthracite, have been seen in the upper part of the valley east of Carbon Mountain. Anthracite seams give thickness of a few inches or feet to 10, 12, 15 and 16 feet. Many samples of the coal have been tested in the government works at St. Louis, and from the analyses and tests it is concluded that the Bering River anthracite, Controller Bay, has no equivalent among the coals now being mined on the Pacific Coast, and that it compares favourably with Pennsylvania anthracite; and that the semi-bituminous is better than anything mined in the West. Part of this coal produces an excellent article of coke.

The extent of the areas of workable coal now known in Alaska is 1,238 square miles. The most important developments at present are in the Bering River region, Controller Bay, where all the most accessible coal lands have already been

located, about 20 tunnels are being dug, and the building of two railroads was begun in 1907. Actual mining operations, however, have been carried on chiefly at Cook Inlet, Alaska Peninsula, the Yukon, Seward Peninsula, and at Cape Lisburne, where local fuel is obtained for steamers, mining camps and canneries.

Vol. XLIX of the *Monographs* treats of "The Ceratopsia," a group of horned dinosaurs, remains of which were first discovered by Dr. F. V. Hayden in 1855 in the Judith River Badlands on the upper Missouri, in the present State of Montana. The preparation of the monograph was assigned to John Bell Hatcher, of whom Dr. H. F. Osborn says in his foreword to the volume: "His discovery and collection of these animals was, with the exception of his expedition in Patagonia, the greatest single achievement of his remarkable life."

He was engaged for two years in preparing the text and illustrations, but died in 1904 before the completion of his work. Prof. Richard S. Lull, of Yale University, has successfully finished the monograph, leaving Part 1, which is Mr. Hatcher's, just as he wrote it, with the addition of a few editorial notes in brackets. The quarto is illustrated with 51 large plates and numerous drawings in the text. One of the maps shows that the principal Ceratopsia localities are in Alberta, Canada, Montana, Southern Dakota, Wyoming, Colorado, and New Mexico.

THE LEWIS AND CLARK EXPEDITION.—The *Monthly Catalogue* of U. S. Public Documents (April, 1908) says that inquirers are much surprised when told that there is no Government report of this expedition. There probably would have been one had not the death of Lewis in 1809 interfered with President Jefferson's intentions. The Biddle-Allen narrative (2 v., 1814) carries on its title-page the words "by order of the Government of the U. S.," but it was, in fact, issued by private publishers, without Government subsidy, and the copyright was in the name of Captain Clark. These memoranda of the material in public documents are given:

Poore, p. 62. 9th Congress, 1st Session. Feb. 19, 1806. A message from President Jefferson, dated Fort Mandan, April, 1805. This letter and accompanying memorandum concerning certain Indian tribes are the only documents supplied by any member of the expedition and relating to its history that the Government has ever printed.

Poore, p. 67. 9th Congress, 2nd Session. Jan. 23, 1807. A letter from Henry Dearborn, Secretary of War, transmitting a communication from Captain Lewis giving his views as to the compensation above the ordinary pay that should be awarded to his men.

President Jefferson in his 6th Annual Message, Dec. 2, 1806, briefly commends the expedition.

Hayden's Survey, Bulletins, Vol. 1, No. 6. An account by Dr. Elliot Coues of the various editions of histories of the expedition issued up to 1876.

American Historical Association, Annual Report, 1903, Vol. 1. Story of Lewis and Clark's Journals, by R. G. Thwaites. This brings the record of publications nearer to date and tells of remarkable finds of unpublished material.

TREE PLANTING ON A LARGE SCALE.—The tree planting of the Pennsylvania Railroad for the season has been completed. About 315,000 trees, of which 200,000 were conifers and the remainder hardwoods, mostly red oak, were set out. Planting by the New York State Forest, Fish and Game Commission was also conducted on a large scale this spring. The planting was near Paul Smith's Ray Brook, and Lake Placid, in the Adirondacks, and included 540,000 two-year-old white pine seedlings, and 190,000 Scotch and 174,000 red pine two-year-old seedlings.—(*Forestry Quarterly*, Vol. 6, No. 2.)

METEOR CRATER.—Dr. George P. Merrill returned to Arizona several weeks ago. Last year he spent some time there in studying the peculiar crater-like depression in the plain, about three-quarters of a mile across and nearly 600 feet deep. His purpose in going back was to see the result of sinking new bore holes. A depth of 842 feet below the bottom of the depression was reached, and the results tended to confirm the conclusion which Dr. Merrill presented in his recent report of last year's investigations, that the crater was caused by a meteor.—(See BULLETIN for June, p. 354.)

ASIA.

THE RUSSIAN ARCTIC EXPEDITION OF 1905.—While the treaty of peace was being signed between Russia and Japan at Portsmouth in 1905, a Russian fleet of some fifteen vessels, loaded with railroad material and sent out by the Government, was making its way through the Kara Sea to the mouth of the Yenisei. The voyage was entirely successful and also the transportation of the freight up the Yenisei River to Yeniseisk, within about 200 miles of the Siberian Railroad.

In 1906 the Russian Ministry of Communications published a report (94 pp., 18 plates) giving a history of the voyage and the conclusions as to the prospects of opening a commercial highway by this route between Europe and northern Asia. Mr. Edouard Blanc has exhaustively summarized the report in the *Annales de Géographie* (May 15, 1908), and the conclusions deduced are presented here from his paper.

Navigation across Barents Sea along the coast is always practicable during the summer season.

The passage of the Kara Sea is the difficult phase of the voyage. It was found, however, that the ice which encumbers it is neither old nor permanent. It is of annual formation. A large part of it is sweet-water ice. When the sea ice formed in winter begins to melt, the sea is invaded by an enormous quantity of ice coming from the Obi and Yenisei rivers and their affluents. This ice, augmented by the sea ice detached from the coasts and coming principally from the Gulf of Obi and Kara Bay, meets the barrier formed by Novaya Zemlia, and therefore cannot emerge from the Kara Sea, but accumulates and drifts around in it.

When the wind blows from the south or southwest, the ice moves to the northeast, opening a channel from Yugor Strait to the mouth of the Yenisei.

The report gives reasons for believing that when the south wind begins tardily the sea to the north of Novaya Zemlia is free of ice, and it is possible to reach the Yenisei by doubling the northern point of Novaya Zemlia. In other words, one of the two passages, either to the south or the north of Novaya Zemlia, always affords a passage in midsummer.

The bar of the Yenisei has seven meters of water over it. The principal obstacle to the navigation of the Yenisei is the rapids of Osinovskii. Mr. Blanc says that they are several hundred kilometers up the river, and, as the Russians have been studying them for two years past, he presumes that buoys have now been distributed along the channel. The fleet, in 1905, passed these rapids in 3.60 meters of water, but it was hazardous work. Excepting at these rapids there is no impediment to navigation from the sea to Yeniseisk, and we may say that maritime navigation extends from the sea to that town, a distance of 1,100 kilometers, with minimum depths of 20 to 22 feet, excepting at the rapids.

From Yeniseisk to Krasnoyarsk, where the Trans-Siberian Railroad crosses the Yenisei, navigation is easy, and boats drawing five meters are constantly navigating this part of the river in the summer months.

The official conclusion of the Ministry of Communications is that the two to two and a half months during which navigation of the Kara Sea is possible are sufficient for the development of commerce between western Europe and Siberia.

RUSSIAN EXPEDITION TO KAMTCHATKA.—According to a press report (*Scot. Geog. Mag.*, No. 6, 1908), M. T. P. Riabouchinsky organized at his own expense, with the co-operation of the Russian Geographical Society, a large and well-equipped expedition which left St. Petersburg early in May for Kamtchatka. The sections of the expedition are geographical, botanical, zoological, meteorological, and ethnographical, each complete in itself, with its own special programme. Some of the geologists will visit the whole eastern coast of Kamtchatka from Petropavlovsk northward to Baron Korfa Gulf, while others will make a detailed study of the central and unexplored volcanic region. The expedition numbers twenty scientific men, who will spend about eighteen months in the peninsula. The ethnographical section will first visit the Aleutian and Bering Islands, and will not reach Kamtchatka until the autumn of 1909. As a part of its work it will endeavour to discover traces of the oldest aborigines.

AUSTRALASIA.

CENSUS OF NEW ZEALAND IN 1906.—The *Report* of this census, taken in the night of April 29, 1906, has been sent to the Society by the Registrar General, E. J. von Dadelzen. The population was 948,649, of whom 502,770 were males and 445,879 females. The population of the chief cities, including suburbs, was Auckland, 82,101; Wellington 63,807; Christchurch, 67,878; and Dunedin 56,020. There were 88.65 females to 100 males, the density of population was 8.541 to the square mile, and the dwelling houses numbered 197,003. Of the total population, 83.50 per cent. could read and write. The breadwinners numbered 399,085, of whom 75,244 were women. The industries with an annual output of over \$5,000,000 each were meat-freezing works, butter and cheese factories, lumber mills, tanning and wool-scouring establishments, printing houses, and grain mills. The occupied lands embraced 37,408,473 acres, and there were 20,108,471 sheep, 3,191,604 poultry, 1,851,750 cattle, 342,608 horses, and 242,273 hogs. Tables in the supplement show five-years' progress of the colony.

POLAR.

PEARY STARTS AGAIN FOR THE ARCTIC.—The *Roosevelt*, Mr. Peary's Arctic ship, with his party on board and supplies for about three years, left New York for the Arctic Ocean by way of the Smith Sound Channels on July 6. Commander Peary left the city a day later to rejoin his vessel on the Canadian coast. His scientific assistants are Ross C. Marvin of the Department of Civil Engineering in Cornell University, D. D. McMillan of Worcester, Mass., and George Borup of Yale University. The Peary Arctic Club invited a considerable number of persons to see the expedition off, and the guests remained on the vessel until she had proceeded some way down Long Island Sound. The party is believed to be

thoroughly equipped for another arduous Arctic campaign. As is well known, the purpose of Mr. Peary is to make another attempt to reach the north pole by sledge, starting from the most advantageous base he is able to secure on the coast of Grant Land.

THE BRITISH ANTARCTIC EXPEDITION.—The *Scottish Geographical Magazine* (No. 6, 1908) gives further interesting details of the progress of this expedition, derived from private letters from various members of the staff. The Great Ice Barrier was sighted on January 23, and its height at the point reached was found to be 120 feet. Professor David tells of the beauty of this gigantic wall of ice, with its bright blue crevasses, some of which are of remarkable shape, being narrow above and below, but gaping widely in the middle. The crevasses began at about 30 feet below the summit of the ice wall, had a vertical height of about 15 to 20 feet, and thus died away at about 50 feet below the top of the Barrier. They seemed to intersect the edge of the Barrier obliquely. Thus, while the Barrier edge ran nearly east and west of this point, these peculiar crevasses ran about WSW. and NNE.

It was intended to land at Balloon Inlet, where Captain Scott made a balloon ascent to a height of 700 feet in 1901. While steaming towards this point, the party saw low, rounded hills covered with ice and snow at a distance of 10 to 12 miles from the Barrier. The height was estimated at about 800 feet above sea level, and the region was close to where Ross marked "appearance of land." The fact that this land was not seen by the party in the *Discovery* was no doubt due to the thick weather which prevailed when the ship was in that region. The Barrier here was fringed by bay ice, which was swarming with animal life, including emperor penguins, Weddell seals, petrels, skuas, and fin-backed and killer whales. What had been Balloon Inlet was now represented by a large bay, at the head of which was a remarkable undulation of the Barrier, bringing the snow surface down to sea level. The Barrier had receded 11 miles at the point where Balloon Inlet was formerly placed, owing, doubtless, to the breaking off of the great mass of ice in that place. Two attempts were made to reach King Edward VII Land, but although the ship came within forty miles of the island, impenetrable pack prevented further progress. As no possible landing place existed on the Barrier, it was reluctantly decided to run to the *Discovery's* old winter quarters in M'Murdo Sound, where the sledge party was landed just south of Cape Royds. On January 31, during the landing preparations, a sad crane accident occurred, which injured Mr. Mackintosh, the second officer, depriving him of the use of one eye. The accident took place while a heavy package was being hoisted from the hold.

FRENCH EXPEDITION TO BARENTS AND KARA SEAS.—An expedition has been sent under the command of Captain Bénard, President of the Oceanographical Society of Bordeaux, to investigate the possibility of establishing profitable fisheries in Barents Sea and also to engage in oceanographical work. A ship has been built for the expedition at Dunkirk, christened *Jacques Cartier*, and specially strengthened to resist ice pressure. It is known that the continental shelf, furrowed by some submarine fiords, extends under Barents Sea, and it is conjectured that in some of the shallower waters rich fisheries may be found. The scientific staff will include a mining engineer for geological and mineralogical work, a naval

officer for astronomical, hydrographical, and magnetic observations; another, in charge of meteorology and geophysics; a chemist, and a biologist.

Among the investigations on land will be a study of the mineral resources of the Novaya Zemlia Mountains, which are thought to be a continuation of the Urals and may contain rich mineral deposits. The coast will also be searched for suitable harbours, the flora will be investigated, and a house erected near Matochkin Shar, the strait between the northern and southern islands, as a permanent headquarters for scientific studies. It is expected that time will permit the doubling of the northern Cape of Novaya Zemlia for studies in the Kara Sea.

VARIOUS.

With a view to attracting tourists to the Philippines, the Manila Merchants' Association has published a small illustrated volume entitled "Manila, the Pearl of the Orient." It has a sketch map of the Philippines and black-and-white plans of Manila and the walled city.

The "Livret des Excursions Scientifiques" of the Ninth International Geographical Congress contains lists of the excursions, the literature and maps relating to the various regions, a summary in geology, and the cost of the excursions. A number of geological profiles are given. The book may be obtained from Prof. E. Chaix, Avenue du Mail, 23, Geneva, for 1.50 fr. The time for enrolling names expired on June 1 for excursions preceding the Congress and on July 1 for those following it.

The British Association, which will meet in Winnipeg next summer, has courteously invited all members of the American Association to become members for the meeting.

The officers of the American Association are planning an excursion to Hawaii and a meeting there in the summer of 1909.

Dr. J. Walter Fewkes has gone to the Mesa Verde National Park, Mancos, Colorado, to take charge of the excavation and preservation of the cliff dwellings there. *Science* says that the Cliff Palace at this place is the finest and largest example of cliff-house architecture in our Southwest:

In the Cliff Palace, Dr. Fewkes plans to excavate all the rooms and plazas to their floors, remove accumulated *débris*, repair the walls that are in danger of falling, and put the ruin in such a condition that a visitor may walk through the courts and rooms without obstruction.

THE PEDAGOGY OF GEOGRAPHY.—Dr. David Gibbs has contributed to the cause of geographic education an extremely interesting and suggestive dissertation on the pedagogy of geography, originally prepared as a doctorate thesis in Clark University, and published in the Pedagogical Seminary for March, 1907. The thesis includes a brief historical review of geographical text-books, a similar review of methods of teaching, a summary of the present status of geography in Europe, a treatment of geography in the high schools of the United States, of geography in the normal schools, in technical schools, in colleges and universities, in elementary schools, a brief consideration of the value of geography and a bibliography. The

larger part of the dissertation is devoted to the much-discussed field of geography for elementary schools. The author studied the courses of study in twenty-one cities of the Union, and endeavoured to find out by means of a *questionnaire* the opinions of teachers as to the best course of study. He also studied the matter of children's supposed interest in different phases of geography—the results in this field being of relatively less value, because children's interests are largely determined by many external conditions not pertinent to the subject in hand.

As a result of these several lines of inquiry, the author arrives at the following conclusions concerning what elementary school geography should be:

Summary. The following is a general outline of the arrangement of materials as suggested by the foregoing studies:

Grades I, II and III. Nature study, with observation of plants, animals, minerals, weather, rain, clouds, dew, frost, snow, some of the effects of heat and cold on life of animals and plants, etc.

Observation of occupations, local means of travel, some of the local products, and foreign articles of the child's personal needs and comforts.

Stories of children, people, and animals in other countries in contrast with the personal experiences of the child.

Grade IV. Continuation of the out-of-door observation and nature study of the former grades, with the beginning of map representation of the facts observed, of streets, hills, streams and the town, the surrounding district, the locating of facts connected with nature study and local history. Some idea of the globe and the condition of the continents, derived mainly from the continued reading of peoples' primitive life, with more emphasis upon their occupations, food, customs, and homes.

Grades V and VI. The work up to these grades should be mainly supplementary to reading and nature study. It should include a general study of land and water forms and their representation on maps, map studies of the various continents and countries, including locations, comparisons of as many important facts as can be represented by clear graphic methods, the learning of the important cities, countries, rivers, mountains, products, in connection with map study, and the reading of general detailed descriptions of the various countries and of various important topics, of travels, voyages, and discoveries.

Grade VII. Review of the facts learned by observation and description, reading and map study in large units, and causal relations, the elements of physical and commercial geography and meteorology, with an outline of the anthropological development.

Grade VIII. The outlines of general history, the general history of the earth, including plant and animal development, and some of the more important topics of the natural sciences.

Mr. J. G. Bartholomew, the well-known map publisher of Edinburgh, has been appointed a corresponding member of the Imperial Russian Geographical Society.

The Geographic Board of Canada has named the cañon below the Grand Falls of the Hamilton River in Labrador "McLean," in honour of John McLean, an agent of the Hudson Bay Company, who discovered the falls and cañon in 1839 and gave a vivid description of them in his book, entitled "Notes of Twenty-

five Years' Service in the Hudson's Bay Territory." These are the falls that were later visited and described by Mr. H. G. Bryant of Philadelphia.

The *Geographical Journal* (June, 1908) says that the Court of Glasgow University has decided to establish a lectureship in geography; also, that Mr. H. O. Becket of Balliol College has been appointed assistant to the Reader in Geography at Oxford for the year 1908-9. These facts are further evidence of the interest which geography is now attracting in British educational circles.

The Karl Ritter gold medal of the Berlin Geographical Society has been conferred on Professor Hermann Wagner of Göttingen.

FINE MAPS AT RAILROAD STATIONS.—Consul J. Perry Worden writes from Bristol, England, that the Midland Railroad of that country has framed and hung in its stations the ordnance maps of the neighbouring districts on a scale of a mile to an inch. The maps are of the contour series, so that intelligent travellers may locate the surface features on their route. In most cases a note on the map indicates the exact height above sea level of each railroad station. The maps are attracting much attention, as they are not only serviceable to persons travelling by rail, but are often of equal value to bicyclists and even to pedestrians.

OBITUARY.

PROF. DR. LUDWIG SCHMARDA.—This well-known zoologist has died in Vienna, aged nearly 89 years. He was a great traveller and an authority on biogeography. His most important works were: "Die geographische Verbreitung der Tiere" (1853) and "Reise um die Erde" (1861). The latter production, published in three volumes, is regarded as one of the best works of travel description.

DR. KARL MARTIN.—This distinguished geographer died at Puerto Montt, Chile, in October, 1907. A German by birth and education, he made Chile his second home, and only shortly before his death he published his great work "Landeskunde von Chile," the result of many years of study of that land and its inhabitants. His scientific researches and writings were of the highest quality.

CARL CHRISTIAN KOLDEWEY.—Captain Koldewey died on May 17th in Hamburg, where he had long been connected with the German Hydrographic Office. He was best known as the commander of the German Arctic expedition to the East Greenland Sea, which sailed from Bremen in the *Germania* and *Hansa* in 1869. The *Hansa* became separated from her consort, was crushed in the ice, and the castaways drifted on the floe through the winter for 1,100 miles, enduring great hardships, but finally reaching the southwest coast of Greenland. Fairer fortune attended the steamer *Germania* and her sledge parties. Cape Bismarck marked the northern limit of Koldewey's important discoveries, and Franz Josef Fiord, with its high Petermann and Payer peaks, was revealed by this party. The results of the expedition were published both in German and English.